

y.w



UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
 United States Patent and Trademark Office
 Address: COMMISSIONER FOR PATENTS
 P.O. Box 1450
 Alexandria, Virginia 22313-1450
 www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/013,645	01/26/1998	THOMAS D. HENDERSON	PBAER36769	3599
24201	7590	01/21/2005	EXAMINER	
FULWIDER PATTON LEE & UTECHT, LLP HOWARD HUGHES CENTER 6060 CENTER DRIVE TENTH FLOOR LOS ANGELES, CA 90045			LEE, RICHARD J	
			ART UNIT	PAPER NUMBER
			2613	
DATE MAILED: 01/21/2005				

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary

Application No.

09/013,645

Applicant(s)

HENDERSON ET AL.

Examiner

Richard Lee

Art Unit

2613

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 23 August 2004.
2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1,3 and 9-11 is/are pending in the application.
4a) Of the above claim(s) _____ is/are withdrawn from consideration.
5) ☐ Claim(s) _____ is/are allowed.
6) ☒ Claim(s) 1,3 and 9-11 is/are rejected.
7) ☐ Claim(s) _____ is/are objected to.
8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. _____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date _____.
4) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date _____.
5) ☐ Notice of Informal Patent Application (PTO-152)
6) ☐ Other: _____.

Art Unit: 2613

1. Claims 9 and 10 are objected to because of the following informalities: At claim 9, line 22, "nits" should be changed to "units" for clarity. Appropriate correction is required.
2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claims 1, 3 and 9-11 are rejected under 35 U.S.C. 103(a) as being unpatentable over Henderson et al of record (5,440,337) in view of Baker et al of record (5,508,734) and Teo (6,128,108).

Henderson et al discloses a multi-camera closed circuit television system for aircraft as shown in Figures 1, 3, and 4, and substantially the same closed circuit television system for an in flight entertainment system for an aircraft having a plurality of passenger seat positions (see Figure 4 and column 5, line 4 to column 6, line 25) as claimed in claims 1 and 9-11, comprising substantially the same video camera mounted to the aircraft and comprising a plurality of sensors (22, 24 of Figure 3) providing a plurality of separate video images (26, 28 of Figure 7 and see column 5, lines 7-15); in flight entertainment local area network providing video output and a video camera control module/unit connected to the video camera for receiving the plurality of separate video images, and connected to the in flight entertainment local area network (see Figure 5 and column 5, line 4 to column 6, line 58).

Henderson et al does not particularly disclose, though, the followings:

(a) a plurality of video display modules for a corresponding plurality of passengers, a plurality of video monitors connected to the plurality of interactive video and audio display units,

Art Unit: 2613

respectively; a plurality of interactive video display units connected to the in flight entertainment local area network for receiving the omniview frame image and video output; the video camera control module/unit for combining the plurality of separate images in an omniview frame image and for providing an omniview frame image to the plurality of video display modules, respectively, based upon the plurality of separate video images; the in flight entertainment local area network receiving the omniview frame image as claimed in claims 1 and 9;

(b) a plurality of interactive personal control units corresponding to the plurality of passengers, and interfacing between the plurality of passengers and the video camera control module, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules and connected to the video camera control module for receiving the omniview frame image to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers from the omniview frame image; a plurality of personal control units connected to the plurality of interactive video and audio display units, respectively, each of the plurality of personal control units controlling selection of a desired field of view of a corresponding one of the plurality of video monitors to electronically pan, tilt and zoom the desired field of view from the omniview frame image for each of the plurality of interactive video and display units independently of each of the other of the plurality of interactive video and display units, and the plurality of personal control units being operatively connected to the video camera to control interactive operation of the video camera as claimed in claims 1, 9, and 11; and

Art Unit: 2613

(c) the in flight entertainment local area network providing audio output, a plurality of interactive audio display units connected to the in flight entertainment local area network for receiving the audio output, and the in flight entertainment local area network connected to a plurality of video display modules, a plurality of interactive personal control units, and a plurality of interactive video and audio display units as claimed in claims 1 and 9.

Regarding (a) and (b), Baker et al discloses a method and apparatus for hemispheric imaging which emphasizes peripheral content as shown in Figures 1, 6, and 8, and teaches the conventional use of a video camera (10 of Figure 1 and see column 6, lines 27-39, lines 52-64, column 7, lines 16-18) for capturing images for further various image transformations such as constructing abutting subimages, producing entire panoramic images, and display of enhanced hemispheric fields of view (see column 12, lines 5-52, column 13, lines 25-31). It is noted that though the term omniview frame image is silent within Baker et al, it is submitted that such abutting of subimages, production of panoramic images, and creating enhanced hemispheric fields of view as taught in Baker et al provides substantially the same if not the same omniview frame image as claimed. In any event, Teo discloses a method and system for compositing images and teaches the conventional use of a camera for providing an omniview image by combining images with an extended field of view up to a full 360 degrees (i.e., panoramic image, see column 1, lines 23-38, column 8, lines 6-13). Baker et al also teaches a plurality of video display modules (receive outputs from the RAMDACs 78 of Figure 8) for a corresponding plurality of passengers, the plurality of video monitors (see Display of Figure 8) being connected to the plurality of interactive video and audio display units (see column 9, line 35 to column 10, line 29), respectively, a plurality of interactive display units (see Display of Figure 8) connected

Art Unit: 2613

to the in flight entertainment local area network (i.e., as provided by Henderson et al) for receiving the omniview frame image and video output (i.e., as provided by Baker et al, see column 12, lines 5-52 and column 13, lines 25-31, and Teo, see column 1, lines 23-38, column 8, lines 6-13); the video camera control module/unit for combining the plurality of separate images in an omniview frame image and for providing an omniview frame image to the plurality of video display modules, respectively, based upon the plurality of separate video images (i.e., as provided by Baker et al and Teo for the video display modules of Figure 8 of Baker et al); the in flight entertainment local area network receiving the omniview frame image (i.e., the omniview frame image as provided by Baker et al and Teo for the in flight entertainment local area network within Henderson et al); a plurality of interactive personal control units corresponding to the plurality of passengers, and interfacing between the plurality of passengers and the video camera control module, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules (i.e., since image transformations such as pans, up/downs, zooms, tilts, rotations, etc. are being processed/controlled by either human or computer input operations within, for example, a video camera control module 80 of Baker et al, such input operations provided via an interactive personal control unit is being attached each of the video control modules 80, thus providing a plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules, see column 12, lines 28-41 and column 13, lines 8-31) and connected to the video camera control module for receiving the omniview frame image (see column 12, lines 5-52 and column 13, lines 25-31 of Baker et al and column 1, lines 23-38, column 8, lines 6-13 of Teo) to permit each of the plurality of passengers to independently select a desired field of view for each of the video

Art Unit: 2613

display modules for the corresponding plurality of passengers from the omniview frame image (i.e., users are provided the interactive personal control units connected to the video camera control modules 80 having the capabilities of selecting a desired image within the image transformation system as shown in Figure 8, see column 12, lines 6-8, lines 28-41, column 13, lines 8-31); a plurality of personal control units connected to the plurality of interactive video and audio display units, respectively, each of the plurality of personal control units controlling selection of a desired field of view of a corresponding one of the plurality of video monitors to electronically pan, tilt and zoom the desired field of view from the omniview frame image for each of the plurality of interactive video and display units independently of each of the other of the plurality of interactive video and display units, and the plurality of personal control units being operatively connected to the video camera to control interactive operation of the video camera (i.e., since image transformations such as pans, up/downs, zooms, tilts, rotations, etc. are being processed/controlled by either human or computer input operations within, for example, a video camera control module 80 of Baker et al, such input operations provided via a personal control unit connected to an interactive video and audio display unit is being attached to each of the video control modules 80, thus providing a plurality of personal control units connected to the plurality of interactive video and audio display units, respectively, and wherein the plurality of personal control units being operatively connected to the video camera 10 to control interactive operation of the video camera, see column 12, lines 28-41 and column 13, lines 8-31). Therefore, it would have been obvious to one of ordinary skill in the art, having the Henderson et al, Baker et al, and Teo references in front of him/her and the general knowledge of closed circuit television systems, would have had no difficulty in providing the features of a plurality of

Art Unit: 2613

video display modules, a video camera control module/unit for combining the plurality of separate images in an omniview frame image and for providing an omniview frame image to the plurality of video display modules, and a plurality of interactive personal control units as taught by Baker et al and Teo for the closed circuit television system for an aircraft of Henderson et al for the same well known flight entertainment purposes of providing to passengers with the capability to interactively and individually select and/or control a desired field of view from an available multiple fields of view provided by a video camera as claimed.

Regarding (c), Baker et al teaches the conventional use of audio and video capturing functions within the imaging system (see column 9, line 35 to column 10, line 29). In addition, since Baker et al shows a plurality of video display modules, a plurality of interactive personal control units, and a plurality of interactive video and audio display units (see Figure 8), it is considered obvious that such video display modules, personal control units, and interactive video and audio display units may obviously be provided within the in flight entertainment local area network system of Henderson et al. Therefore, it would have been obvious to one of ordinary skill in the art, having the Henderson et al and Baker et al references in front of him/her and the general knowledge of audio/video connections and functions, would have had no difficulty in providing the audio/video features as well as the plurality of video display modules, the plurality of interactive personal control units, and the plurality of interactive video and audio display units of Baker et al within the aircraft entertainment system of Henderson et al thus providing the audio and video output, and connection of the plurality of video display module plurality of interactive personal control units, and plurality of interactive video and audio display units

Art Unit: 2613

within the in flight entertainment local area network of Henderson et al for the same well known purposes as claimed.

In re Claim 3, it is considered obvious to provide the claimed numerical angle values for the video cameras and display since these values are merely optimum or workable ranges, and it is not invention to discover the optimum or workable ranges by routine experimentation. Thus, it would have been obvious to one of ordinary skill in the art at the time of the invention was made to arrive at the desired numerical angle values to facilitate one's needs through routine experimentation. This opinion/view is supported by In re Aller, 220 F.2d 454, 456, 105 USPQ 233, 235 (CCPA 1955).

4. Due to the above new grounds of rejections, the Examiner wants to point out that only pertinent arguments from the amendment filed August 23, 2004 will now be addressed.

Regarding the applicants' arguments at pages 7-8 of the amendment filed August 23, 2004 concerning in general that "Baker et al does not teach, disclose or suggest a video camera providing a plurality of separate video images ... Henderson et al and Baker et al do not teach, disclose or suggest a video camera comprising a plurality of sensors providing a plurality of separate images ...", the Examiner respectfully disagrees. In view of the Specification (page 5, lines 6-8), the video camera system as claimed is actually five different sensors (i.e., cameras) providing the separate images. Therefore, it is submitted that the sensors 22, 24 of Henderson, which provides respective and separate images (see column 6, lines 26-58) nevertheless reads on the feature "wherein said video camera comprises a plurality of sensors providing a plurality of separate images, respectively" as shown in claim 10. And, it is further submitted that the separate images from Henderson may certainly be provided within the image transformation

Art Unit: 2613

system of Baker et al and Teo, thereby providing the manipulation of the Henderson images to produce an omniview image frame as claimed.

5. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a).

Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.

6. Any response to this final action should be mailed to:

Box AF

Commissioner of Patents and Trademarks
Washington, D.C. 20231

or faxed to:


(703) 872-9314, (for formal communications; please mark "EXPEDITED PROCEDURE") (for informal or draft communications, please label "PROPOSED" or "DRAFT")


Hand-delivered responses should be brought to Crystal Park II, 2121 Crystal Drive, Arlington, VA., Sixth Floor (Receptionist).

Art Unit: 2613

7. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Richard Lee whose telephone number is (703) 308-6612. The Examiner can normally be reached on Monday to Friday from 8:00 a.m. to 5:30 p.m, with alternate Fridays off.

Any inquiry of a general nature or relating to the status of this application should be directed to the Group customer service whose telephone number is (703) 306-0377.


RICHARD LEE
PRIMARY EXAMINER

Richard Lee/rl 

1/14/05